

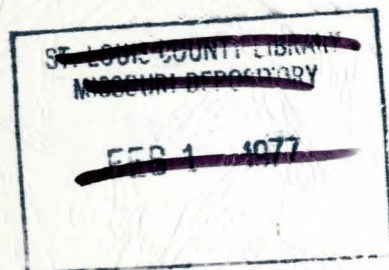
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ANNUAL REPORT



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Missouri State Highway Commission

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Missouri State Highway Commission

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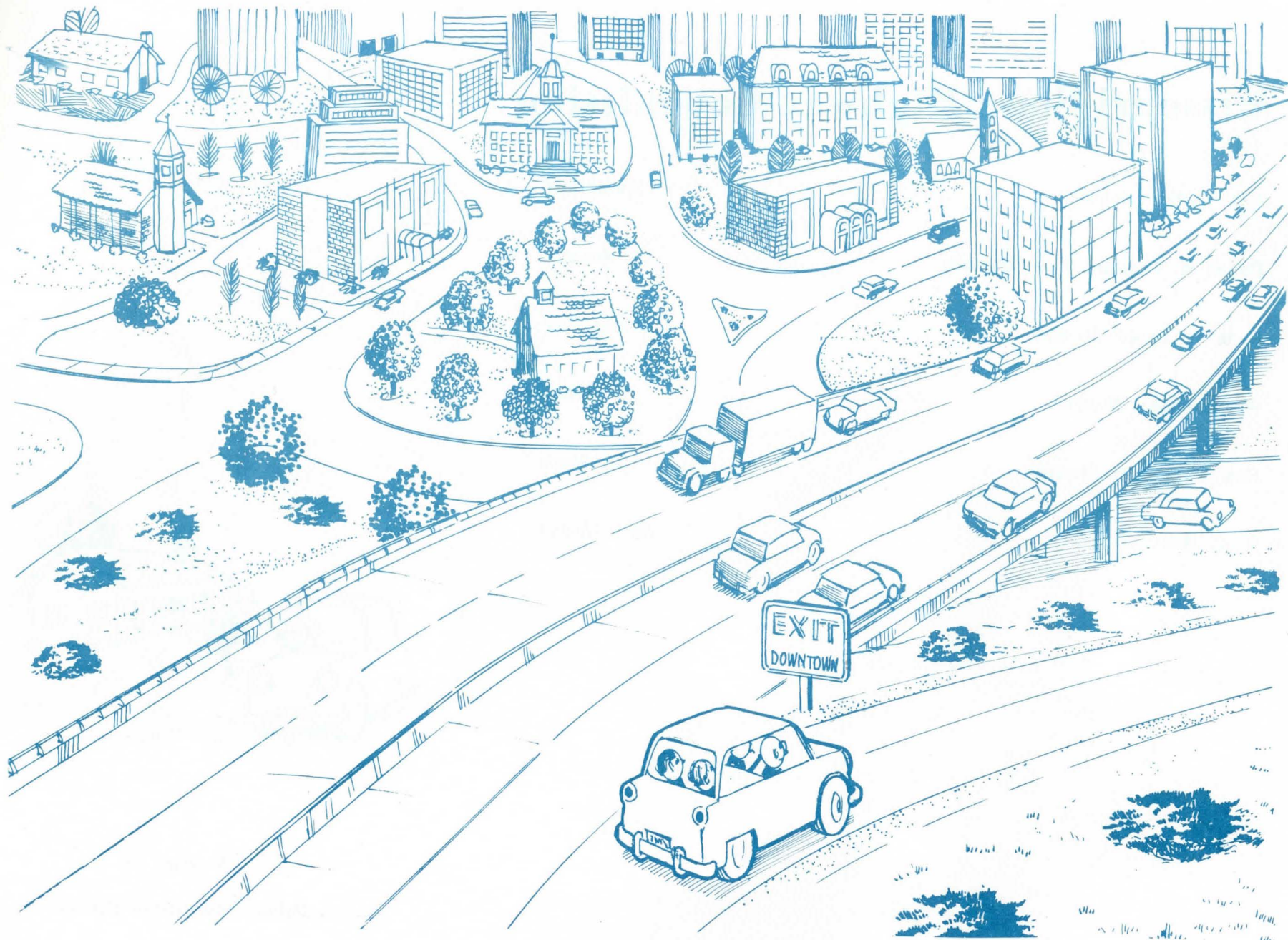
A. C. Riley, *Member*

New Madrid



Prepared by

Public Information Division



Foreword

This annual report of the Missouri State Highway Commission covers the activities, work accomplished, receipts and expenditures of the Commission and its State Highway Department during the 1975 calendar year.

These facts are presented in a style meant to provide easy access to statistical material. Written information also briefly conveys the general functions of the various divisions within the Highway Department.

In the conduct of all of its activities, the Commission relies on an informed, interested public

for the operation and development of the state's highway program. Consequently, copies of this report are available to the press, and insofar as published copies permit, to interested public officials and citizens. As required by law, the report is being sent to the Governor. Members of the General Assembly will also receive copies.

The Commission hopes this information will help increase general understanding of Missouri's highway administration.

Inquiries relating to this information will be welcomed by the Commission.



Income

The chart on the opposite page shows the various sources of State Highway Department income • for 1975.

Total receipts for 1975 were \$419,841,992.25, a decrease of about \$1.4 million from the receipts total for 1974. The slight decrease in overall receipts came despite a modest increase in motor fuel tax receipts, which brought in \$158,825,639.01 in 1974 and \$161,578,359.86 in 1975.

It continued to be true in 1975, however, that highway users supplied the major portion of the funds used to finance the state's highway program. For the year 1975, the total in taxes and fees supplied by the state's highway users exceeded federal aid reimbursement - - the next biggest item of State Highway Department income - - by more than 132 million dollars.

BASIC REVENUE:

Motor Vehicle License	\$ 89,415,065.59
Motor Bus & Truck Fees	\$ 1,325,522.00
Motor Vehicle Use Tax	\$ 9,946,347.88
Drivers' License Fees	\$ 4,865,705.74
Motor Vehicle Inspection Fees	\$ 1,711,637.50
Motor Fuel Tax Receipts	<u>\$ 161,578,359.86</u>

\$ 268,842,638.57

INCIDENTAL RECEIPTS:

Refund - Highway Fund	\$ 151,302.93
Refund - Road Fund	\$ 5,543,819.08
Political Subdivision	<u>\$ 318,380.27</u>

\$ 6,013,502.28

FEDERAL AID REIMBURSEMENT

\$ 136,073,626.54

MISCELLANEOUS ESCROW FEES

\$ 539,734.83

INTEREST RECEIVED - STATE ROAD FUND BAL.

\$ 8,372,490.03

TOTAL RECEIPTS

\$ 419,841,992.25

(32.42%)



Disbursements

Total disbursements for the year 1975 were \$438,116,987.23, an increase of slightly more than 21 million dollars from the 1974 figure.

As always, construction and maintenance costs took the lion's share of the money spent on the state highway system.

Construction costs for 1975 totaled \$267,806,686.47. The figure is up slightly more than 6.6 million dollars from the 1974 construction cost total. But it continued to be true in 1975 that much less highway construction per dollar spent could be accomplished than was the case in the early years of the decade of the 1970s. The reason, of course,

was the continuing inflation which involved virtually all materials and skills necessary for highway construction.

Maintenance costs on the state highway system continued to climb in 1975, pushing total maintenance expenditures for the year past the 102 million dollar mark -- more than eight million dollars higher than the 1974 maintenance expenditures total.

As usual, administration costs constituted only a small percentage of the Department's total expenditures for 1975. Administration costs came to only slightly more than three percent of all money spent by the State Highway Department in 1975.

CONSTRUCTION	\$ 267,806,686.47	
<i>Federal \$ 136,073,626 (50.82%)</i>		
MAINTENANCE	\$ 102,131,892.51	
ADMINISTRATION	\$ 13,447,808.58	
GAS TAX REFUNDS	\$ 10,580,942.36	
OTHER STATE DEPARTMENTS	\$ <u>44,149,657.31</u>	

TOTAL DISBURSEMENTS

\$ 438,116,987.23

Division Reports

Accounting

All financial transactions of the State Highway Commission are processed and recorded by the Division of Accounting.

The Accounting Division processed 209,138 checks during 1975 and disbursed \$438,116,987.23. This amount covers salaries, contractor payments, operating expenses of the Department and fund

transfers to cover tax collection expense.

There were 799 Workmen's Compensation cases processed during the year.

The Employee Vacation and Sick Leave Records and the Tool and Equipment Inventory Records were computerized during the past year.

Bridges

The Division of Bridges is responsible for design engineering on all highway bridges and grade separation structures.

During the year designs were completed by the Division of Bridges for the letting of 65 new bridge structures. Of this number 48 were for major system routes with 17 to be built on supplementary routes.

The total lengths of all new structures contracted for during the 1975 calendar year amounted to 21,016 feet at a cost of \$28,443,754.00. Of these amounts 4,640 feet

costing \$5,441,837.00, were for the supplementary system.

In addition to the above, designs were completed and contracts let for a 3,590 foot deck costing \$5,542,908.00 for the Route I-155 Mississippi River Bridge at Caruthersville and 832 feet of substructure piers costing \$629,283.00 for the Route 7 Osage River Bridge at Warsaw.

Nineteen designs were also prepared for repairing, widening or extending existing structures by contract at a cost of \$3,730,765.

Construction

The Construction Division is responsible for the supervision and fiscal control of all construction contracts from time of contract award until the contract work has been accepted by the Commission and final payment made to the contractor.

Awards were made on 261 construction projects in 1975. This represents 901.631 miles of road construction. One hundred thirty-nine (139) projects included Federal-Aid, while 122 projects were financed entirely by State funds. The money value of the awards, including engineering and non-contractual costs, totaled 198 million. The breakdown is as follows:

Approximately 58 million dollars for the Interstate System.

Approximately 123 million dollars for the Primary System.

Approximately 11 million dollars for the Supplementary System.

Approximately 6 million dollars for non-contractual costs.

Total = 198 million dollars.

The Interstate System contracts involved new construction, upgrading existing dual facilities to Interstate standards, rest areas, highway beautification and implementing the latest safety features for highway traffic. Approximately 4 miles were completed to Interstate standards this year. There are now under construction approximately 76 miles of Interstate road. Missouri has 986 miles of Interstate roads up to Interstate standards and an additional 36 miles of Interstate roads in use as a dual facility but not up to the full standard.

The Primary and Supplemental System contracts include costs of construction work in rural and urban areas and projects financed either with Federal-Aid or with 100% State funds. They include new construction, bridge replacements, widening, and highway beautification projects. Where applicable, the latest safety features were included.

Below is a resume of the projects under construction that have not been completed.

ACTIVE PROJECTS AS OF DECEMBER 31, 1975 AND YEAR CONTRACTED

System	1972	1973	1974	1975	Totals
FEDERAL AID					
<i>Interstate</i>	2	0	21	19	42
<i>Primary</i>	0	2	10	79	91
<i>Supplemental</i>	<u>0</u>	<u>2</u>	<u>12</u>	<u>16</u>	<u>30</u>
Sub-Total (FA)	2	4	43	114	163
100% STATE					
<i>Interstate</i>	0	0	0	2	2
<i>Primary</i>	0	10	12	23	45
<i>Supplemental</i>	<u>0</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>10</u>
Sub-Total	0	11	14	32	57
GRAND TOTAL	2	15	57	146	220

74.09%

During the calendar year 1975, 165 units of rental equipment were purchased outright and 556 units were replaced through trades. A total of 209 surplus and wrecked units were sold by sealed bids. At the close of the year 1975 the Division was maintaining 6,253 units consisting of passenger cars, pickups, trucks, carryalls, tractors, tractor mowers, motorgraders, and various miscellaneous units.

It required 8,049,269 gallons of gasoline, 358,307 gallons of kerosene, and 1,611,192 gallons of diesel fuel to operate the fleet. In addition, 35,491 gallons of anti-freeze, 109,579 gallons of lubricating oil, 44,807 gallons of hydraulic oil, and 111,554 pounds of multi-purpose gear oil and lithium grease were used. Tires and tubes costing \$644,519.10, tire chains costing \$32,484.22, and shop equipment, parts, and supplies totaling \$3,574,508.00 were contracted for during the year.

The quantities of materials used in the maintenance of highways and bridges on the state highway system include:

Equipment and Procurement

<i>Various Types of Asphalt</i>	61,278,660	<i>Gallons</i>
<i>Gravel</i>	1,154,362	<i>Cubic Yards</i>
<i>Stone and Chat</i>	1,658,514	<i>Tons</i>
<i>Paint</i>	335,900	<i>Gallons</i>
<i>Reflectorizing Spheres</i>	1,288,100	<i>Pounds</i>
<i>Sodium Chloride (Winter 1974-75)</i>	73,800	<i>Tons</i>
<i>Calcium Chloride (Winter 1974-75)</i>	4,490	<i>Tons</i>
<i>Treated Sign Posts</i>	36,155	<i>Each</i>
<i>Steel Sign Posts</i>	19,560	<i>Each</i>
<i>Grader and Maintainer Blades</i>	692,900	<i>Pounds</i>
<i>Agricultural Seed</i>	83,475	<i>Pounds</i>
<i>Mower Parts</i>	\$ 184,515.40	

The Headquarters Sign Shop produced a total of 118,521 signs and markers of various shapes and sizes amounting to \$1,399,813.57 during the year.

Legal

During the year 1975, this office instituted 38 proceedings in various circuit courts of the State for the condemnation of right-of-way for the State Highway System involving 316 tracts of land. A total of 206 condemnation cases were disposed of during the year by final judgments, and appellate court decisions were rendered in 9 cases in which the State Highway Commission was a party. In the condemnation cases finally disposed of, a total refund of \$747,989.90 was received as the difference between the final judgment and the amount originally awarded by the commissioners.

The sum of \$380,120.70 was collected by this office on 2,561 claims resulting from damage to State Highway Commission property involving primarily automobile accidents. In addition to the amounts collected on damage claims, 31 suits were filed in circuit court involving claims for damage to Commission property.

There were 34 actions filed against the State Highway Commission involving various matters.

In addition to the condemnation proceedings and the damage suits filed on behalf of the State

Highway Commission, this office instituted 8 additional actions in circuit court concerning various types of litigation, one of which involved an extension of Workmen's Compensation Insurance for state highway employees and the State Highway Patrol.

There were 14 consolidated administrative hearings conducted involving 392 outdoor advertising signs, and 13 petitions for review of the Commission's determination on outdoor advertising signs were instituted in circuit court.

There were 7 administrative hearings conducted involving relocation assistance benefits and 4 administrative hearings involving the relocation of utility facilities on state highway right-of-way.

There was one action filed in circuit court relating to the control of junkyards under the beautification act, and 3 such cases were disposed of during the year.

In addition to the litigation handled by this office, all contracts to which the Commission was a party were prepared and approved.

Maintenance and Traffic

During 1975, the total mileage of roadway maintained by the Division increased by 72 miles to a total of 33,593. This figure includes recreational access, outer roadways, service roads, and maintenance agreement mileage.

Major material items used in the routine maintenance of this mileage included approximately 61,278,000 gallons of asphalt and approximately 2,405,000 cubic yards of aggregate.

Major items of maintenance included 7,258 miles of surface leveling by Maintenance Forces; 682 miles of surface leveling by contract; 130 miles of roadway seal coat, approximately 424,000 acres of mowing, 970,000 cubic yards of routine patching, and an expenditure of \$667,781.00 on litter control.

Expenditures for snow and ice removal during the 1974-75 winter were approximately \$1,500,000.00 higher than the previous winter. The increased cost was partly due to more severe winter season statewide with the balance of the increase being due to inflationary costs. Approximately 210,000 cubic yards of abrasives and 78,300 tons of chemicals were used during this period.

Routine inspections of all structures maintained by the State of Missouri and classified as bridges were conducted by Division personnel throughout the year to determine needed repairs and structural adequacy. Of the more than 6,300 bridges inspected, 32 are major river crossings, 15 of which are jointly maintained and inspected with adjoining states.

Division crews performed routine repairs on 94 structures and emergency repairs resulting from collision damage on 12 structures.

Division paint crews performed sandblast cleaning and application of inorganic zinc and vinyl paint systems on 36 bridges. Vinyl top coating was applied to several structures previously primed with inorganic zinc. Hand cleaning and brush application

of red lead primer and aluminum top coat was performed on all or portions of 95 bridges.

Bridges maintained by cities of 5,000 or more population were inspected by city personnel or consulting engineers hired by the cities. Coordination of inspection procedures and reporting techniques was conducted by Bridge Maintenance personnel.

A total of 62 cities and St. Louis County were contacted requesting inspection information. At present, 56 cities and St. Louis County have completed their inspection and submitted the requested information.

Plans have been completed for landscaping Route I-270 in St. Louis County from I-44 north to Page Avenue and Route I-44, St. Louis City and County, from Lindbergh Boulevard east to I-55. During 1975, landscaping and/or screening of five maintenance lots was completed.

Contracts were let for spraying 7,600 acres of Johnsongrass. Roadside work by Maintenance Forces included application of herbicides to 13,500 acres and seeding of 86,400 pounds of various types of seeds.

The total number of special permits issued by the Main Office and all District Offices was 68,918. Of this total, 1,363 were issued to governmental subdivisions or agencies without charge. The total monies collected amounted to \$344,590.00. The ten District Offices issued 25,657, or 37 percent, of all special permits issued.

Maintenance contracts were let for the signalization of seven intersections and eight intersections were signalized by Maintenance Forces. Modernization by Maintenance Forces of traffic control equipment was accomplished at seven signalized installations. Signals were also installed at two intersections by permit.

The programs to bring all Department-owned traffic signals on State highways into compliance with the 1971 MUTCD and to interconnect various traffic signals for traffic progressions are continuing.

Approximately 56,000 accident reports were received and analyzed during the year. These reports were provided by the State Highway Patrol and 340 cities. Approximately 473 collision diagrams were prepared.

The 120 Program continued and 39 locations were investigated and corrective measures implemented at 30 of these locations. Speed studies were conducted at 264 locations and traffic volume counts were made at 165 locations to aid traffic studies. 230 locations were investigated and counter-measures evaluated for possible funding under Section 209 of the 1973 Federal-Aid Highway Act.

1,229 billboards were removed by property owners and 477 were removed by State Forces under the Outdoor Advertising Laws and Regulations.

The Striping Program for the year consisted of a total of 68,300 miles striped. This total includes the striping of 38,200 miles of centerline and lane lines, 19,700 miles of edgeline and 10,400 miles of No Passing Zone lines. To complete this work, a total of 493,000 gallons of paint and 2,800,000 pounds of reflectorized glass beads were used.

A Freeway Surveillance Program has been initiated in the St. Louis and Kansas City metropolitan areas. During the past year, all Freeway sections within the two areas were continuously monitored and congested sections pinpointed. The congested sections were subjected to additional investigation and a ranking in order of congestion severity developed. Detailed engineering studies of the most critically congested sections have been initiated to isolate the cause of congestion and to evaluate alternate counter-measures to improve operations efficiency.

(continued)

Maintenance and Traffic continued

Activities funded with Federal "402 Program" funds under the 3+ Standards of Missouri's Highway Safety Annual Work Program, as coordinated by the State Highway Department, were:

The "Manual on Identification, Analysis and Correction of High Accident Locations" was distributed to 38 counties and 114 cities to assist them in their efforts to combat traffic accidents.

Final printing has been authorized for a "Manual on Uniform Traffic Control Devices" especially adapted for use by smaller Missouri cities. This manual will be distributed early in calendar year 1976.

The Traffic Engineering Assistance Program retaining two consultant traffic engineering firms entered its second year in August. This program is aimed at assisting cities and counties with the solving of traffic engineering problems which they have not the staff or expertise to handle alone. The services of this program were provided, cost free, to the cities and counties of Missouri for 250 projects begun in 1975 in addition to several carried from calendar year 1974.

Funds were appropriated to the City of St. Louis for retaining a consultant to update their computer system by interfacing their accident record system with their roadway data records.

A closed circuit television system was provided to St. Louis County and a Super 8 Milimeter Instrumentation Camera System was provided to each of the cities of St. Louis, Kansas City, and Springfield. The State Highway Department also acquired one each of these systems which are being used for local and State traffic engineering studies.

Short courses or seminars sponsored during the year were: "Traffic Engineering for Police Officials", "Signal Systems Workshop", "Annual Traffic Conference", and "Urban Street System Design Workshop".

Six cities and one county traffic safety studies were completed, along with the Springfield School Pedestrian Study.

Materials and Research

The Materials and Research Division determines the quality standards for materials that will provide the maximum performance in highway construction at the most economical cost, conducts field and laboratory tests to insure that all materials meet the specified standards, conducts research investigations on new materials, pavement design, or roadway foundations. The Division designs the asphaltic concrete and Portland cement concrete mixtures for highway purposes.

Roadway foundation investigations included 64 bridge foundation subsurface explorations.

A major research project was completed and reported during the calendar year entitled "Field Evaluation of a Direct Transmission-Type Nuclear Moisture-Density Gage" evaluating the accuracy and reliability of a new form of testing for moisture and density of soils and aggregate bases for compaction control.

Major purchases of testing equipment included a second small-track drill to enhance the ability to secure access to difficult drilling sites; a portable seismograph which measures the energy wave velocity through soils and rock materials to study foundation problems; a specific ion meter (pH) for determining the amount of chloride in concrete removed from bridge deck to determine its suitability for receiving waterproofing membranes; absolute viscosity equipment used to determine low temperature viscosities (140°F) of paving grade asphalts to keep current with industry practice; and a 5 cu. ft. freezer (plus 70°F to minus 50°F) used in the testing of preformed elastic joint sealer, waterproofing membrane, and accelerated testing of storage life of traffic paints.

The quantities of various materials inspected, tested, and approved for 1975 include:

<i>Aggregates</i>	8,813,864	<i>Tons</i>
<i>Reinforcing Steel</i>	14,792	<i>Tons</i>
<i>Culvert Pipe</i>		
<i>Corrugated Metal</i>	77,667	<i>Linear Feet</i>
<i>Concrete & Vitrified Clay</i>	123,147	<i>Linear Feet</i>
<i>Joints - Bituminous, Fiber</i>		
<i>and Metal</i>	368,676	<i>Linear Feet</i>
<i>Joints - Rubber</i>	7,173	<i>Square Feet</i>
<i>Guardrail</i>	187,267	<i>Linear Feet</i>
<i>Metal Posts</i>	51,950	<i>Each</i>
<i>Lumber and Square Posts</i>	825,020	<i>Board Feet</i>
<i>Piling and Round Posts</i>	18,598	<i>Linear Feet</i>
<i>Bituminous Material</i>		
<i>Cutback and Penetration</i>	94,032,802	<i>Gallons</i>
<i>Emulsified</i>	7,617,057	<i>Gallons</i>
<i>Paint</i>	505,050	<i>Gallons</i>
<i>Cement</i>	498,519	<i>Tons</i>

The grand total of samples tested in the Laboratory during 1975, including those of an experimental or investigational nature, amounted to 33,568.

Personnel

The Personnel Division processed numerous transactions throughout the year related to the Departmental services of the credit union, insurance programs, telephone system, and mailing activities.

The Personnel Division revised and reissued several personnel management publications during the year.

The Personnel Division reviewed all personnel transactions to ensure conformance to applicable personnel policies. Representatives of the Division served in an advisory capacity to management and line supervisors on personnel transactions involving revisions and interpretation of personnel policy.

The Co-Operative Civil Engineer Training Program, conducted by the Missouri State Highway Department in cooperation with the University of Missouri-Columbia and Rolla campuses, currently has 27 participants. The program alternates academic and work phases, combining academic studies with progressive and varied job assignments. The program requires five years to complete and has provided a valuable source of trained civil engineer graduates for permanent employment with the Department.

On December 31, 1975, the Department employed 6,608 salaried employees. This represents a net decrease of 61 employees under 1974. Wage employees vary according to seasonal needs and emergency maintenance requirements and are not reflected in the number of salaried employees as presented above.

The Personnel Division conducted an on-campus recruiting program at universities in Missouri and neighboring states during both academic semesters.

In March, 1975, an advanced on-campus supervisory training seminar was provided to many Department supervisors. The Personnel Division coordinates curriculum and arrangements for the program with the University of Missouri-Columbia faculty.

Job investigations were conducted throughout the year by the Personnel Division when new jobs were established and existing jobs had significant changes in content.

A minority recruitment program is conducted throughout the year. The state-wide program, designed to provide assistance in locating sources for minority applicants, was conducted by Personnel Division representatives. Progress reports of minority employment are regularly reviewed and recruiting assistance provided based upon these results, along with special requests for assistance in filling particular openings.

During the year, Personnel Division employees represented the Department at various job career days.

The Personnel Division processed 113 retirement requests during 1975. Forty-two employees elected early retirement at age 60 years with 20 years service; 34 retired between the ages of 65 and 70; and 37 qualified for disability benefits. The Highway Employees' and Highway Patrol Retirement Program is currently paying benefits to 1,327 Highway Department retirees.

Planning

The Division of Planning maintains records, makes necessary studies and provides data to assure the best possible service with the least expense to the State.

Traffic volumes and characteristics were monitored throughout the state and special traffic studies were made at specific locations as needed.

The service ratings, which evaluate the condition and service of the components of the highway system, were updated for the railroad-highway crossings and the supplementary system.

The trends of highway revenue were closely monitored and studied in order to maintain an orderly and financially sound operating and construction program.

A Five-Year Right-of-Way and Construction Program was prepared using the latest estimate of available funds.

As a part of the cooperative, comprehensive and continuing planning process in urbanized areas, this division participated in the evaluation and refinement of urban transportation plans.

During the past year, over one million Official State Highway Maps were printed and distributed.

Twenty-two county maps and sixty-one city maps were revised and printed; and in addition, various other maps and charts were prepared.

As of December 31, 1975, the state highway system of Missouri involved 32,065 miles shown by system and surface type in the following table.

STATUS OF THE STATE HIGHWAY SYSTEM AS OF DECEMBER 31, 1975

SYSTEM	ROAD MILES
<i>Interstate</i>	1,033
<i>Primary</i>	6,764
<i>Supplementary</i>	24,268
TOTAL MILES	32,065

MILEAGE BY TYPES

<i>Concrete</i>	3,092
<i>High Type Bituminous</i>	3,838
<i>Low Type Bituminous</i>	25,123
<i>Granular</i>	12
TOTAL MILES	32,065

Public Information

The current trend toward public interest and involvement in highway matters continued to expand during the year. As a result, the Division increased its dissemination of information on almost every facet of highway planning, building and operation.

A continuous flow of information via news releases, radio programs, magazines, leaflets, brochures and television productions was maintained throughout the year. Public Information personnel were in constant touch with the State's news media, to which extensive information was distributed both routinely and on special request.

During the year the Division prepared and distributed over 500 news releases. In addition, numerous special articles, feature stories and photographs were supplied to magazines, newspapers and other publications.

The Division also published and distributed "Missouri Highway News" (8,500 copies per month)

and a monthly road condition report. During inclement weather additional road reports were prepared and recorded twice daily on "Code-A-Phone" for public use.

Fifty-two weekly radio programs were produced and distributed to some 100 broadcasters throughout the State.

Eleven individual speeches were prepared for presentation by Highway Department officials from the Headquarters office and the Districts.

The Division also prepared and published the Highway Commission's Annual Report and Biennial Report.

A clipping service was maintained to keep Commissioners and Department officials informed on newspaper comment and coverage of highway matters. Daily compilations were made from all newspapers in the state, and information was also

collected to provide data on traffic study needs, to supply financial data from the county and city level for Planning Division studies, and to record details of traffic fatalities.

The annual Highway Gardens exhibit at the Missouri State Fair was seen by more than 300,000 persons, and additional exhibits were prepared on request from the Districts.

Approximately 250 mail and telephone requests per month were answered by Division personnel regarding maps, road information, routings, educational materials and films.

The annual service award program for employees with 25 to 45 years of service was also conducted.

The Division also supervised the distribution of 1,100,000 highway maps during the year, and the Highway Department's technical library functioned as a part of the Division.

Right-of-Way

During 1975, the cost of right-of-way acquired for highway construction totaled \$22,833,619.

The Division acquired 1,104 parcels -- 860 by negotiated settlement and 244 by condemnation or 78 per cent by negotiation and 22 per cent by condemnation.

Payments totaling \$1,456,144.13 were made in 1975 under the Relocation Assistance and Payment

Program to assist displaced families, businesses and farm operations in relocating. During the year 878 relocation claims were processed and paid.

During the year, the Right-of-Way Division obtained appraisals for 1,020 parcels. Two separate appraisals were prepared for 31 per cent of the parcels involved, making a total of 1,324 appraisals produced. An average of 85 parcels was appraised each month, which required an average production of 110 separate appraisals per month.

Receipts from the sale of improvements located on right-of-way acquired for highway construction and from the sale of excess property totaled \$650,445.46.

Rental of advance acquisitions and excess property resulted in an income of \$96,738.71. An additional \$55,508.18 was derived from miscellaneous sources.

Surveys and Plans

During calendar year 1975, construction projects were put under contract totaling \$191,105,391.02.

These contracts consisted of 190 projects totaling approximately 366 miles on the Interstate, Primary and Secondary Systems.

An additional \$4,730,708.15 was put under contract for maintenance work.

There were 11 bid lettings during the year with an average of 4.96 bids received per project.

There were 20 projects on which bids were rejected in 1975. The projects awarded average 8.2 per cent under project estimates for the year.

The 1975 Average Composite Cost Index (1967 = 100 Base) decreased to 218.8, which is a decrease of 3.4% under the 226.5 index average of 1974.

1975 Report

	Awards	Miles	Projects
Interstate System	\$ 57,421,908.10	64.036	24
Primary System	\$ 102,779,692.50	212.337	114
Supplementary System	\$ 30,903,790.42	89.191	52
Total: Construction by Contract	\$ 191,105,391.02	365.564	190
Maintenance Work by Contract	\$ 4,730,708.15	508.294	77

CONSTRUCTION

AWARDS

CONSTRUCTION AWARDS

1975 Calendar Year

(Right-of-Way Costs - Not Included)

System	No. Of Projects	Length Miles	Const. Cost (+10%)	Non-Contr. Cost (+10%)	Total
Interstate-* Urban	12	6.622	15,359,754.05	887,164.93	16,246,918.98
Interstate-Rural	12	57.414	41,033,443.66	141,545.46	41,174,989.12
Interstate-Total	24	64.036	56,393,197.71	1,028,710.39	57,421,908.10
Primary-* Urban	20	17.067	18,327,993.24	94,618.61	18,422,611.85
Primary-Rural	94	195.270	83,721,191.37	635,889.28	84,357,080.65
Primary Total	114	212.337	102,049,184.61	730,507.89	102,779,692.50
Supplementary-* Urban	20	20.418	7,251,079.58	377,095.49	7,628,175.07
Supplementary-Rural	32	68.773	23,027,414.84	248,200.51	23,275,615.35
Supplementary-Total	52	89.191	30,278,494.42	625,296.00	30,903,790.42
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GRAND TOTAL	190	365.564	188,720,876.74	2,384,514.28	191,105,391.02

1975 Calendar Year

ALTERNATE ANALYSIS

Interstate-* Urban	12	6.622	15,359,754.05	887,164.93	16,246,918.98
Primary-* Urban	20	17.067	18,327,993.24	94,618.61	18,422,611.85
Supplementary-* Urban	20	20.418	7,251,079.58	377,095.49	7,628,175.07
Total Urban	52	44.107	40,938,826.87	1,358,879.03	42,297,705.90
Interstate-Rural	12	57.414	41,033,443.66	141,545.46	41,174,989.12
Primary-Rural	94	195.270	83,721,191.37	635,889.28	84,357,080.65
Supplementary-Rural	32	68.773	23,027,414.84	248,200.51	23,275,615.35
Total-Rural	138	321.457	147,782,049.87	1,025,635.25	148,807,685.12
GRAND TOTAL:	190	365.564	188,720,876.74	2,384,514.28	191,105,391.02

*Work located inside designated Urban Areas.

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SECRET

U.S. GOVERNMENT

2011/11/11

1. The purpose of this document is to provide information regarding the activities of the [redacted] and the [redacted] in the [redacted] area. The information is being provided to you for your information only and is not to be distributed outside of your organization.

2. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

3. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

4. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

5. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

6. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

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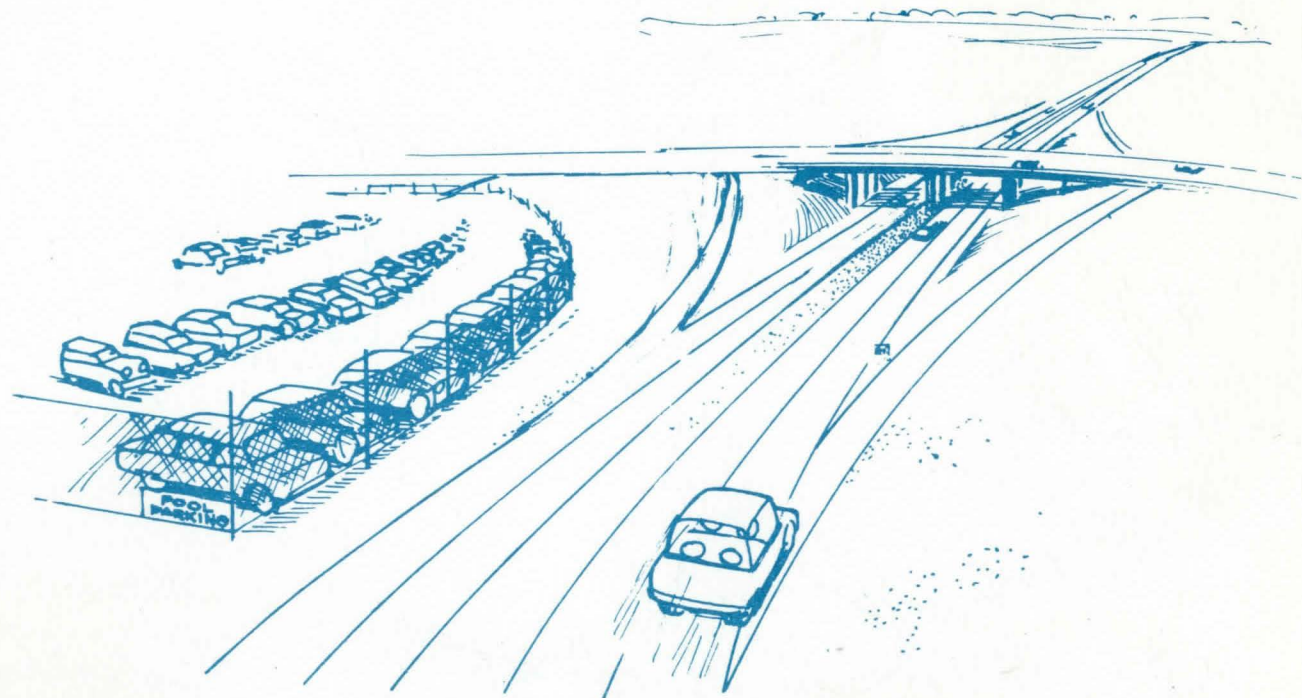
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7. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

8. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

9. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.

10. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area. The [redacted] and the [redacted] are both active in the [redacted] area and are both active in the [redacted] area.



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